needs of the freight operations of Indian Railways with the primary objective of optimising utilisation of rolling stock, namely, wagon fleet and motive power. The architecture of the system will have two distinct tiers of processing nodes, central and zonal, and the terminals located at the field activity centres will be connected to the processing nods through high-speed communications network.

(c) The target date for implementation of the project is December 1993.

Speed breakers on roads in the Capital

2500. SHRI RAM AWADHESH SINGH:
SHRI TALARI MANOHAR:
Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have provided a large number of speed breakers on roads in the capital; if so, the total number of these speed breakers as on 1-1-85, 1-1-86 and 1.1.87;

(b) whether it is a fact that in many colones residents or their Associations have also built such speed breakers; if so,, the details thereof as on 1.1.85, 1-1-86 and 1-1-87;

(c) whether Government propose to build more speed breakers and also encourage the groups/individuals in this regard; and

(d) whether speed breakers are a part of road safty guidelines?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Various agencies like P.W.D. (Delhi Admn.), Municipal Corporation of Delhi, New Delhi Municipal Committe and Delhi Development Authority are responsible for the contruction and maintenance of the roads in the capital. The speed breakers are provided by these agencies on roads wherever considered necessary for restricting speed of vehicles, specially in colonies and residential area roads. Some residents' associations have constructed unauthorised Speed Breakers specially in rural area and in some colonies in urban limits according to the information of the M.C.D. However, no Statistics of the Speed Breakers are maintained.

(c) No. The speed breakers are provided wherever need arises on the roads under the jurisdication of the various agencies based on the guidelines/criteria laid down by them for the purpose.

(d) Provision of speed breakers are not necessarily part of road safety equipments unless the same are consturcted at appropriate places and as per the need based on the location, nature and traffic on the road concerned.

Helicopter given to J& K Government

2501. SHRI RAM AWADHESH SINGH:
SHRI TALARI MANOHAR:
Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a helicopter was given to Jammu and Kashmir Government (Named Pawan Hans) for promoting tourism and ferrying Ministers and VIPs, if so, the details thereof, indicating the rental charges and other expenditure for maintenance, petrol and oil incurred so far, and

(b) what are the total hours of flying done by this helicopeter since then and income earned so far?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) One Westland WG-30 helicopter was placed at the disposal of the Government of Jammu and Kashmir on 3rd January, 1987 on wet lease terms. The helicopter has been provided on a fixed monthly charge of Rs. 7,63,000 plus variable hourly charges of Rs. 7,570/-inclusive of maintenance, fuel and oil. The pattern of operation as per the agreement entered into by the Helicopter Corporation of India is the prerogative of the lessee.